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EVENING EDITION
BROOKLYN
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World

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PRICE ONE CENT.

NEW YORK, THURSDAY, OCTOBER 5, 1893.

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LAST EDITION

VIGILANT
IS AHEAD.

The New York Yacht Gets
Across the Starting
Line First.

VALKYRIE LOSES 32 SECONDS

Going to Leeward with Spinnakers
Out Before a Mild North-
west Breeze.

SLOW SAILING ON SMOOTH SEAS

"Evening World" Pigeons Re-
port the Progress of
the Race.

Vigilant is ahead and gaining all the
time.

The start of the big yachts in the first
of the races for the America's Cup
was made at Sandy Hook Lightship at
11:25 A. M. Vigilant crossed the line
first. Valkyrie lost 32 seconds of her
time allowance by delay in getting across
the line. The wind was very light from
the north-northwest and the sea nearly
as smooth as a millpond.

The start was to leeward. The yachts
carried booms to port, with their huge
spinnakers belled out to starboard.
Each yacht carried every stitch of can-
vas that could be made to draw. Vig-
ilant had up mainsail, clubtopail, spin-
naker, jibforestaysail and large jibtop-
sail. Valkyrie had the same cloths,
with the exception of the jib.



THE AMERICA'S CUP.

Progress down the wind as slow,
the first of the flood tide coming in
against the yachts, and the wind being
hardly strong enough to fill the sails.
On both yachts the sails flapped con-
tinually.

The excursion boats crowded close
upon the racers despite the warning
whistles of the patrol boats. Valkyrie
was so annoyed by these craft that her
captain hung out a canvas placard
warning them off.

Vigilant not only kept her lead after
the start, but gained steadily all the
time. The wind fell almost to a flat
calm, and the yachts made very little
headway.

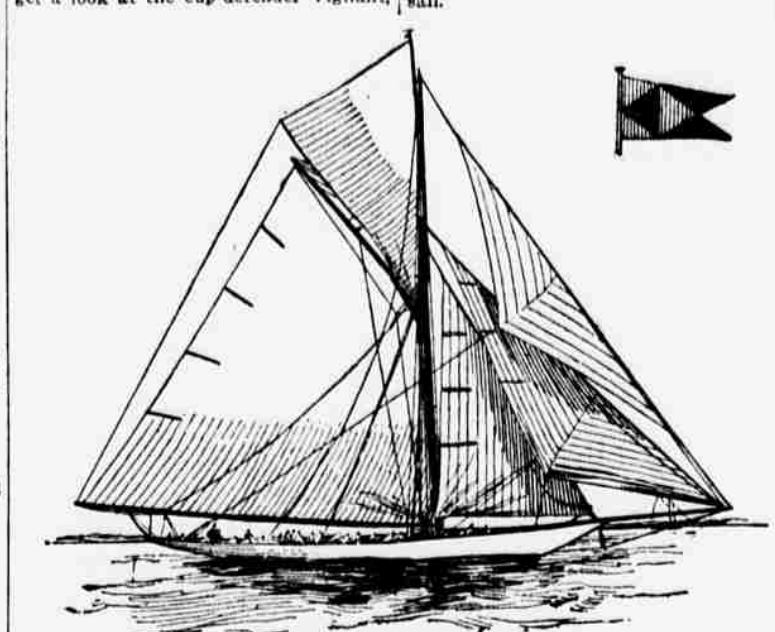
FOLLOWING THE YACHTS.

"Evening World" Carrier-Pigeons
Bring News of the Race.

"The Evening World" sent a number
of its carrier pigeons down the bay on
the tug Mutual to bring in news of the
race and the racers. The first bird re-
leased arrived at the loft at 9:15 A. M.
with the following message:
"Off Bay Ridge."

"The day of the first of the great
international yacht races has come at
last, and the absorbing popular interest
taken in the event was demonstrated

by the unusual appearance of New York
Harbor this morning.
"As early as 7 o'clock the expanse of
water between the Battery and Bay
Ridge was literally alive with craft of
all kinds.
"Every available tug not engaged in
regular business had evidently been re-
served for the occasion, and innumerable
parties of early excursionists were al-
ready on their way down the bay to get
a look at the cup-defender Vigilant,



VIGILANT, THE CUP DEFENDER.

and her staunch rival, Valkyrie, as they
lay at anchor off the Atlantic Club
house, at Bay Ridge, before starting out
for the first day's struggle.

"The New York Yacht Club tug Luck-
enbach left pier 3, E. R., at 8:30 o'clock
and went down the bay with the Regatta
Committee on board. She was to see to
laying out the course and marking
turning point.

"It was thought at that hour that if
the wind held the yachts would have to
start with a run of fifteen miles to leeward,
in a southeasterly direction, and beat
home to the windward.

"The racing yachts both left their
anchorage at Bay Ridge early—Vigilant
at 7:30 and Valkyrie at 7:50."

"The second message read as follows:
"OF Norton's Point."

"Both of the contestants got away
from Bay Ridge before the big fleet
of steam and sailing vessels had fairly
started on its way down from the city.

"There were fifty or more yachts on
hand, however, to see them get off, and
as they each left the anchorage they
were saluted from the Atlantic Yacht
Club house, which was handsomely de-
corated with colored bunting, the yacht-
ing ensign of the Royal Yacht Squadron
of England, and the Stars and Stripes
with the cable and anchor being draped
over the main entrance.

"On Vigilant, which had the start of
her rival, were Mr. Iselin, one of her
owners; Mr. Willard, a famous amateur
sailor; Capt. Nat. Herreshoff, the
yacht's designer; with Capt. Hansen
and his assistant, Capt. Terry.
"Charles Kerr, brother-in-law of Lord
Dunraven, was also aboard.

"The big and handsome Tobin-bronze
centerboarder looked every inch a win-
ner as she glided majestically along be-
hind the tugboat Commander, and her
delicately tapering mast and spars tow-
ered away above the rigging of the
other yachts in the vicinity.

"Valkyrie started a quarter of an hour
later, and looked a formidable rival,
considering her time allowance of one
minute forty-eight seconds, which will
be something hard for even Vigilant to
overcome.

"Her masts and spars were notice-
ably heavier and more substantial-
looking than those of her rival, but at a
little distance, and from a broadside
view, her lines and general appearance
are not unlike those of the white-hulled
cup defender.

"On Valkyrie, besides Lord Dunraven
and Desjardins Watson, were Sallmaker
Ratsey and Archibald Rogers, who re-
presents the New York Yacht Club.
Capt. Cranfield runs things aboard Val-
kyrie to-day.

"Neither of the racers attempted to
set any of their sails before they
passed through the Narrows."

"The third message by carrier pigeon
was received at 11:25 A. M., as follows:
"Off Rockaway Shoals, outside the
Narrows."

"Contrary to expectations, there was
very little wind. It was found that the
breeze had died out to a faint zephyr
and the surge of the lower bay was
almost like a mill pond.

"A few sailing vessels were drifting
about at 10 o'clock with their sails
flapping, and the long-rolling ground
swell began to be felt.

"The haze which hung over the water
seemed then to be thickening, and al-
though it was brighter overhead the
sun showed no signs of coming out.

"The sailing yachts which had been
left at the Bay Ridge anchorage when
the two cup racers left were evidently
in for lots of trouble in getting to the
Lightship in time to see the start.

"If the race is to be sailed to-day and
the conditions continue as they were at
10 o'clock, it is pretty sure to be a drift-
ing match, with the chances against
the yachts finishing within the six-hour
limit.

"In expectation of a great gathering
of yachts and excursion boats at the
start, and the possibility of their inter-
fering with the racers, ample provision
had been made by the Regatta Commit-
tee for patrolling the course.

"Superintendent of Police Byrnes, with
Inspector Williams and a force of men,
are down aboard the seagoing steambot
Aurora, and will aid the tugs of the
Committee in keeping the course clear.
There are half a dozen of the last-
named boats, and all fly the signal of
the New York Yacht Club.

"Commodore E. D. Morgan's flagship
May with the Cup Committee aboard
did not leave the anchorage at Bay
Ridge until nearly an hour after the
racers had gone down the bay.
"Most of the sailing yachts that crowd

secure tows were being towed down to
the starting point at 10:15."
The fourth message, which was re-
ceived at 12:15, was as follows:
"Off Sandy Hook Lightship."
"Both of the racers have arrived off
the lightship and are getting in trim for
the start.

"Just after passing out beyond the
Scotland Light they cast off their tow
lines and hoisted mainsail, jib and top-
sail.

The morning was hazy along North
and East River shores when men and
women turned out, two hours before
they usually cease dreaming, but before
the excursion steamers started it began
to clear, and all were accordingly en-
thusiastic. Many carried field-glasses, but
more depended on their unaided eyes.
There were a few amateur photogra-
phers on hand, of course, but not so
many as there are usually on such occa-
sions, for it was feared the air would
not be clear enough for amateur photo-
graphy.

The only people out ahead of yachting
enthusiasts were the street peddlers with
armfuls of Capt. Sumner's official
flag, which were sold like hot cakes in
January.

Those who were so fortunate as to
be members of the New York Yacht
Club or else have invitations from mem-
bers, were on hand early to board the
steambot St. Johns, at the foot of Recor-
d street. The St. Johns had been
chartered by the Club, and arrange-
ments were made to entertain 800 per-
sons. There were at least that many
on board when she left the dock at 9:45.

The steambot floated the yacht club
colors, and carried enough bunting to
decorate a street on the Fourth of July.
There were enough ladies to give the
party charm, but by far the greater
number were gentlemen. The House
Committee profited by experience dur-
ing the trial races, and instructed the
caterer to be certain that there would
be nothing lacking at luncheon time.
Before the boat started he said he was

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the yacht race, or else regretting that
for the day they must be land lubbers.
The halliwick of the "longshoremen and
truckmen was taken possession of by
people dressed in the height of yachting
fashion and talking Jack Tar lingo that
would make the real Jack Tar seasick.
It is estimated that 25,000 lovers of a
yacht race went down the bay this
morning on all manner of craft that are
seaworthy, which, with those who will
strain their eyes from Staten Island's
shore, will form an audience such as
never before witnessed a contest of
sails.

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OFF SANDY HOOK LIGHT TO-DAY.



And the Eyes of Two Nations Are Watching the Race.

HALF A MILLION SHORTAGE.

Frayer Insists This is the Ameri-
can Steam Boiler Figure.

Settlements Made with Persistent
Stockholders.

Lawyer Eugene Frayer, of 52 William
street, who found the accounts of the
American Steam Boiler Insurance Com-
pany \$500,000 short on the report filed in
December, 1902, said to-day that no one
had yet been arrested or charged with
the theft.

"There is half a million shortage,"
he said, "for which some one must
answer. When the American Steam
Boiler Company gave up business in
1901, and the officers went to Baltimore
and there found the Baltimore Ameri-
can Casualty and Insurance Company,
the stockholders of the New York Com-
pany, wanted an immediate investigation.
They were put off, however, by the
managers of the American Com-
pany."

Three stockholders, however, continued
to clamor, and they were rewarded for
their persistence. The managers of the
company, not wanting an investigation,
bought their stock.

"One of the gentlemen, Mr. F. O. Mat-
thewson, of Matthews & Weichers,
sugar refiners, hired a lawyer and
brought suit. This was too hot for the
managers, and they not only bought his
stock, but also paid him cash for his
stock without any further ado.

Mr. W. G. Montgomery, an insurance
broker in Pine street, got them